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ALICE M. HOLDEN

Secretary, Bureau for Research in Municipal Government, Harvard University

As a result of trouble encountered at the last municipal election there are likely to be several changes in the Boston charter. It was found that owing to the large quota of signatures required on nomination papers (5000 for each candidate) the forging of names was carried on with more or less impunity. Even the jurats or sworn statements as to genuineness, which appeared at the foot of each nomination paper, were shown to have been falsified in many cases. It is altogether probable that the Massachusetts legislature, at its present session, will abolish the jurat requirement altogether, and will greatly reduce the number of signatures required on nomination papers. The charter provisions which set a January date for the municipal election are also likely to be repealed. The existing date makes it necessary that the municipal campaign be carried through the Christmas season, to the injury of private business and to the considerable annoyance of the public. In other respects the Boston charter has worked very well since its adoption four years ago.

The advisory "Heights of Buildings Commission" has presented its report to the committee on the height, size and arrangement of buildings of the New York board of estimate and apportionment (December, 1913, 78 pp., with charts and diagrams). The results of the commission's study have come after inquiry into building regulations in practically every large city of the world, special investigations in many large American, Canadian and European cities, hearings at which all with views were invited to express them, and, especially, the most careful scrutiny of conditions prevailing in New York City.

The commission has found conclusive evidence that there should be far more public control over building development. It recommends well-considered and reasonable restrictions on all building as the most effective means of conserving property values—and thereby affecting public welfare in providing light, air and adequate street facilities.

This will involve, in New York, merely a more general application and extension of methods of control already in force regarding building regulations. In brief, the specific recommendations are as follows: The height of buildings should be limited at the street line to twice the width of the street, not to be less than 100 or more than 300 feet. When this limit is reached, the building may be made higher by setting the street walls above the limit back 1 foot for each 4 feet of increased height, thus permitting mansards or vertical walls. The cornice may not project into the street by more than 5 per cent of the street width. Buildings may cover the entire lot up to the first story; thereafter 10 per cent of every interior lot must be left vacant, and, except on corner lots, this space must be left at the rear. Thus, as a rule, there will be at least a 20-foot open court between two back-to-back buildings, to allow ventilation. Exceptions may be made to these and other minor restrictions in the case of buildings erected on lots of specified sizes and shapes where adequate light and air are certain to be afforded. The rules do not apply, moreover, to towers, which may be erected to any height provided not more than 25 per cent of the lot is covered by the tower and every part of it is kept at least 20 per cent from the lot and street lines.

At the conference of art commissions held in New York last May on the invitation of the art commission of the city of New York, there was appointed a committee to draft acts for the establishment of an art commission in a city of the first class and in a city of the second class, and for a state art commission. When the city planning commission began to assume prominence in municipalities, it was believed that the work of the art commission would be taken over in the consideration of city planning; this, however, has not proved to be the case. And it is the failure of the city planning commission to give adequate attention to the aesthetic side of city planning in its insistence on the social and economic features in city development, which has led to a revival of interest in the art commission.

The report of the committee urges the need of every city for a commission of this sort, and it makes recommendations concerning the commission itself. First, its membership should consist of seven persons in cities of the first class and five in second-class cities; the mayor or governor, as the case may be, to be a member *ex officio*, the remaining members to be equally divided among laymen and artists. When a particular city department is concerned, it is advised that the head

of that department should sit with the commission. Second, the commission should have jurisdiction over all works of art on public property—works of art to include all “paintings, mural decorations, stained glass, statues, bas-reliefs, tablets, sculpture, monuments, fountains, arches and other structures of permanent character intended for ornament or commemoration.” No such object should become public property until approved by the commission, which is also to have power to pass on designs of buildings, bridges, approaches, gates, lamps, etc., erected on city land, as well as the designs of public parks, grounds, streets, etc., and all similar objects which in any way infringe on public property. And, finally, in the case of a city commission, it should have the actual veto power; a state commission having the power of recommendation.

In general, it might be said that the art commission is intended to have judicial and critical functions only, whereas the city planning commission has power to originate.

The optional charter bill which has been presented to the New York legislature provides six forms of charters, each more or less different, from which a municipality in the State may make a choice. These six charter-plans are as follows: (1) commission government, with a council of five, one member to act as chairman-mayor without the veto power; (2) a council of five with a city manager; (3) a council of five with a mayor having the veto power; (4) the mayor and council (the “White” charter); (5) and (6) slight variations of the mayor and council form.

By reason of a decision which was recently rendered by the Supreme Court of the United States, the ordinance relating to billboards in St. Louis has been sustained after a long fight between the city and the billboard companies. Accordingly, the city building commissioner had ordered the destruction of nearly one thousand billboards in St. Louis, as being not in line with the provisions of the ordinance. One of the large companies has already agreed to remodel between two and three hundred billboards to conform to the new city regulations.

The *Citizens' Bulletin*, which has been published weekly in Cincinnati since 1903, has been discontinued with the close of 1913, owing to the fact that civic conditions in Cincinnati have been so improved that the publication of the *Bulletin* is no longer thought necessary. The city

of Cleveland is the latest city to join the ranks of those publishing a municipal periodical, and now issues the *City Record*.

The extent to which municipal officeholders in Philadelphia have been assessed for campaign contributions is the subject of a pamphlet prepared by Director M. L. Cooke of the department of public works. Mr. Cooke produces evidence to show that, up to the time of the election of Mayor Blankenburg, and to some extent since then, there has been a definite system of levy upon the salaries of city employees based upon a sliding scale of percentages of the salaries received. Mr. Cooke shows that these contributions, which amounted in no single year during the period 1901–1911, to less than a quarter of a million dollars, were assessed regularly twice each year for the city committee and half as much for the ward committees, regardless of the existence of a contest for election. In some years it is believed that, from the excess of receipts over expenditures, subscriptions were refunded to various unofficial contributors out of this fund collected from municipal officeholders.

A conference on city and town development in Massachusetts was called for April 4, by Governor Walsh to secure information and practical suggestions for the benefit of the 105 communities of the State. It is hoped that some concerted action will be taken for furthering the civic achievement and industrial progress of all the municipalities in the State. The conference will discuss methods of securing these benefits without burdensome and unnecessary increase in taxation.

Baltimore has a municipal bureau of information and complaints—a comparatively new institution in city affairs. The bureau of information will keep on file, and will supply whenever asked, all data concerning functions, duties, personnel, and lines of division of the different city departments. The bureau of complaints will receive all complaints against the various organs of city government, it will record and distribute them to the proper body, and will, in a general way, see to the satisfying of complainants as well as making certain that there has been proper ground for the more or less indefinite grievances which are so frequently brought forward against a city.

“Some Things You Should Know About Your City Government” is the title of a pamphlet of sixty-four pages embodying a series of practical talks on Baltimore which were given before the Women’s

Civic League during the year just past. The addresses covered such topics as the framework of the city government, making the budget, the water and sewerage systems, the new paving, keeping the city clean, and the city's health. These subjects were treated by the different city officials concerned, and the whole pamphlet forms a useful compendium of information relating to the city of Baltimore.

The second annual meeting of the Chamber of Commerce of the United States was held in Washington on February 11-13. The membership of this national body now consists of 488 organizations, every State and territory save New Mexico being represented, as well as Hawaii, Porto Rico and the Philippines. The American Chamber of Commerce of Paris and the American Chamber of Commerce of the Levant are also members.

On March 9 there was a meeting in Detroit of the international joint commission on the pollution of the Great Lakes, for the purpose of considering drastic measures to eliminate the pollution.

The annual meeting of the American Academy of Political and Social Science was held at Philadelphia on April 3-4.

The first national efficiency exposition and conference took place on April 4-11 in New York City. The aim and purpose of the conference is to give "living expression to the increasing application of scientific methods to modern conditions and to provide an exchange and meeting place for producer and consumer." There were displays representing appliances, methods and products in the field of industrial, mechanical, governmental, educational, and household efficiency, as well as the usual conferences and illustrated talks.

The National Conference of Charities and Correction will hold its annual meeting in Memphis, Tenn., during the week of May 8-15. The Sixth National Conference on City Planning is to be held in Toronto on June 1-3.

Under the auspices of the city of Oakland, Cal., the League of California Municipalities, and the Panama-Pacific International Exposition, it is proposed to hold a World's Municipal Congress and Exposition during the first two weeks of August, 1915, in Oakland. An advisory committee composed of one representative from each of the various state organizations will arrange for the congress. Mr. P. V. Long, city attorney of San Francisco, has been selected as temporary chairman, and Mr. W. J. Locke as secretary.

The formation of a Canadian municipal league, similar to the National Municipal League is being projected by a committee of Canadians appointed at the Toronto meetings of the National Municipal League last November. This committee is now considering the preliminary steps to organize the Canadian association. Already the plan has met with popular approval and is being widely discussed. The new league will have a more universal membership than that of the Union of Canadian Municipalities and the other specialized associations in Canada. One of the chief reasons for its formation is to prevent wholesale adoption by Canadian municipalities of the different features in city government and administration which have found favor in the United States, when it has not been definitely worked out that they will be at all suited to conditions in the Canadian cities. The league will have as its announced principle that the first essentials for the attainment of the specific reforms desired by particular organizations should be a foundation of good government, good legislation and good administration.

The Pacific-Panama International Exposition will pay a good deal of attention to municipal problems. There will be, among others, exhibits which illustrate such problems as the methods of storing and distributing water, the equipment for city sanitation, the construction and maintenance of roads for cities, towns and outlying districts, and many other phases of municipal administration which admit of a choice in solution.

A report issued in December by the Chicago bureau of public efficiency calls to notice once more the complexity of Chicago's local government. There are in that city nineteen distinct agencies of government, almost entirely independent of each other. These are as follows: the city of Chicago, the board of education, the library board, the municipal tuberculosis sanitarium, Cook County, the sanitary district of Chicago, and the thirteen park commissions. A certain degree of control is exercised by the mayor and city council over the education and library boards and the tuberculosis sanitarium, although each has its separate tax levy and organization. The three large and ten small park districts are entirely independent bodies, one from the other, each having its own authority as vested in it by the legislature, each governing its own district without regard to any other, and each with its own more or less elaborate organization and finances. In addition

to this park administration, there is a special park commission of the city government which maintains a large number of small parks and playgrounds, most of which are situated in some other park district, thus giving two sets of governing bodies for the same purpose in the same area. There are, therefore, eighty-four park commissioners in Chicago. A bill to consolidate the park governments was passed last year by the legislature, only to be vetoed by the governor, and the matter is still in crying need of simplification.

This lack of central control over the city has of course caused a tremendous waste of money and efficiency. The ballot used is an enormously long one, and it is estimated that in the course of nine years (the period necessary to cover all terms of office) a male elector in Chicago is asked to vote for 144 different positions, covering national, state and local affairs. In fact, at the general election in the fall of 1912, there were fifty-seven officials to be voted for, including the president and vice-president, but not including the presidential electors. Not only are the city treasurer, the chief justice and thirty associate justices of the municipal court elected, but the offices of city clerk, and bailiff and clerk of the municipal court are also filled by elections. Multiplicity is the keynote, as well, in the case of the departmental government of the city, there being twenty-seven different departments, each with its departmental head. The cost of the elections held in Chicago is an item of great waste from the city's revenue, and one which has increased rapidly during late years. In 1912 the elections cost the city and Cook County nearly a million dollars; in 1914 it is estimated that the amount will be more than a million.

A committee of the National Municipal League is engaged on a revision of the *Municipal Program* which first appeared under the league's auspices a dozen or more years ago and which has long since been out of print.

The Chicago municipal reference library has undertaken the publication of a series of studies on municipal questions, intended to supply to the members of the city government information on various problems which are being considered by them. The first study is concerned with the rates of fare charged by public motor vehicles in fifteen large typical cities. The statistics compiled compare the rates in force in those cities per mile, per hour, and per number of passengers. The rate in the case of the two foreign cities cited, i.e., Johannesburg and

London, is markedly below that in any American city. Two other earlier compilations prepared by the library concern anti-noise ordinances of various cities, and the total number of deaths from automobile accidents in cities having a population of 100,000 or over in 1910 during the period 1907-1912, with the percentage increase in the total for the year 1912 over that for 1907.

One of the latest innovations in the shape of a municipal commission is the city radium commission recently established in Berlin as an administrative bureau. The city has appropriated \$60,000 to buy radium and maintain the commission, which was inaugurated in order that the city might have a supply of radium for public use since its value in medicine has become more known and there is such a scarcity of the mineral. This step taken by Berlin is of especial interest to this country in view of the recent report of the director of the federal bureau of mines. According to the report the bureau has been unsuccessful in its attempts to obtain a sufficient quantity of radium for use in the twenty or more hospitals of the public health service in the cure of cancer.

The increasing number of men who are without employment in the cities because of the present business depression has brought forward the urgent need for remedying this condition. To this end has been formed the American Association of Public Employment. The association has already conferred with a number of state labor commissioners concerning immediate steps to relieve the distress caused by unemployment, with the result that the establishment of public employment offices is now being advocated for every State and city which does not now possess one. Furthermore, it is planned to maintain a system of coöperation between the States for the exchange of information by labor-market bulletins. In this way it might be possible to transport laborers from one city to another according to the labor conditions prevailing there. In the meantime different cities are trying to deal with the unemployed in their own confines as may seem feasible. In Los Angeles a resolution has been brought forward for the appropriation of \$1,000,000 to be spent in public work, and if this is adopted, it will mean that several thousand persons will have work. An estimate has been made, from various reliable sources, that at least 1000 high-grade workmen are without employment in Chattanooga. The municipal employment bureau is affording whatever relief it can, and manufac-

turers and business men are promising more work before long. Portland, Ore., will endeavor to supply part-time work, at least to all married men for the next few months. This will be by means of emergency work in the park and engineering bureaus and in the construction of water mains. It is estimated that from 500 to 1000 men can be given from two to three days' work each week at the standard pay of \$3 per day, with preference given to the men with families, and that unmarried men may secure from one to two days' employment.

Reports concerning the success achieved by various American cities in different branches of municipal operation have been unusually numerous during the last few months. The profitable operations of the municipally-owned Geary Street railway line in San Francisco appears to have made converts to the creed of public ownership of street railways, for the board of public utilities in Los Angeles has reported to the city council in favor of taking over the street car companies in the city. The present companies have not given satisfactory service. Complete municipal ownership of the new Chicago subways, including the river tunnel and tracks, is provided for in the plans of the city council's committee on local transportation. The first expenses are to be met from the city's traction fund and then permission will be sought from the state legislature to finance the extensions. In Michigan the supreme court has sustained the Verdler home-rule bill as constitutional (passed by the legislature during its last session) and, among other things, the project for publicly operating the Detroit street railway system as voted last April in Detroit, is upheld by this ruling. Another municipality in Michigan, Bay City, is desirous of inserting in its charter a clause providing for the assumption of the street railway system of the city, either by purchase or by condemnation.

The statement made in the last issue of the REVIEW, that traffic on the Geary Street line of street railway, operated by the city of San Francisco, averaged about 1892 persons daily, is incorrect. This figure referred to the receipts for the month of October, which amounted, on an average, to approximately \$1892 daily, and have remained at about the same ever since. The net profits of the road, however, will probably not continue to be as large owing to the increased expenses which must be incurred in making various repairs after the first year of operation, and to the demands which the employees of the road are beginning to make on the city as the result of the financial success which

it has had. The employees are union laborers and thus represent a body of political influence which will probably bring about concessions on the part of the city government.

A good many cities of varying sizes and conditions have found municipal ownership of water and lighting plants a beneficial undertaking and report earnings with a good margin of net profits and, in most cases, a considerable reduction in rates. Among these cities are Lincoln and Omaha, Neb.; Knoxville, Tenn.; Providence, R. I.; Kansas City, Mo.; Topeka, Kan.; Louisville, Ky.; Eugene, Ore.; and Jacksonville, Fla., and the smaller municipalities of Macon, Mo.; Brockville and Rome, N. Y., and Woodstown, R. I.

Chicago's municipal store was started as an experiment, to sell groceries at cost to the poor and with the idea that meat and wearing apparel should be added to its stock and other branches should be opened in different parts of the city, should the undertaking meet with favor. Its sponsors now agree that the store has not proved a success from any point of view. It has not had a wide patronage, due to the fact, in all probability, that each prospective customer is rigidly investigated as to his actual financial need. Apparently persons who are not in the most extreme poverty have preferred to purchase supplies elsewhere rather than be looked upon as objects for charity, for the average daily sales of the store have been only \$9.11 since its opening on February 19.

The University of Pittsburgh is to offer a course in the appraisement, valuation and rate-making of public utilities. The legal, engineering and economic aspects of the subject will be treated. At Harvard University the department of sanitary engineering will afford opportunity for training to students of municipal affairs through four new courses on municipal sanitary engineering, elementary bacteriology, demography and rural sanitation. A course of lectures on road building is now being given at the University of Tennessee, and has been adapted to the needs of city officials, road contractors and others interested in the good-roads movement. Lectures on highway construction are also given at Columbia, Wisconsin and Ohio State Universities.

The municipal reference bureau connected with the extension division of the University of Minneapolis is to issue a report on "Public

Utility Rates Applying in Minnesota Municipalities," compiled by G. A. Gesell. The report will contain tabulations of rates charges in as many municipalities of over five hundred population as can be secured, for the different commodities furnished by public utility plants, together with all other available statistics concerning the plants. The full report will be issued shortly.

In 1912 the American Water Works Association appointed a committee to work on the tabulation of water rates in as many cities of the country as could be so gathered. The committee has investigated conditions in over four hundred cities and has made various general deductions. Chief among these is the fact that a comparison of water rates is not of great value because of the diverse circumstances affecting these rates. For instance, in about fifteen larger cities, it was found that the particularly low water rates were due to the fact that costs of laying water mains is assessed either entirely or partially against the property owner. To make a fair comparison, therefore, in cases like this, it would be necessary to add to the rate the charge for interest on the costs of laying the mains. It was also found that the average cost for house service is about \$18 per year and that the average meter rates are about 23 cents per 1000 maximum and 9 cents minimum rate. The most logical rates seem, to the committee, to be those in force in the city of New Orleans.

By the close of another year the new Catskill aqueduct will be completed and ready to be put in use. The enormous tube is now open from the Ashokan Reservoir to Flatbush, and there now remains the lining of the entire tunnel with concrete and the installation of the control apparatus in the shafts. The total cost of the aqueduct thus far is about \$130,000,000.

The National Municipal League announces a new prize of \$250 for the best essay on a subject in municipal government. The prize has been founded through the generosity of Hon. Morton Denison Hull of Chicago and the competition will be open to graduate students registered at any American university. The William H. Baldwin prize which the league has offered annually for some years past is open to competition among undergraduates only.

As a means of preventing the epidemics of typhoid, scarlet fever and tonsillitis which have had disastrous effects during the last few

years in Greater Boston, Mayor Curley has caused plans to be made for a city milk station, to be used by about 150 small dealers who cannot afford to have their own pasteurization plants. This general milk pasteurization station will be situated on city land convenient to a railroad station. Although its construction cost will be large, it is thought that the amount will be offset from a purely financial standpoint by the saving in the expenses of the city hospital and the city health department. A small fee will be charged to those dealers who make use of the plant. Other municipal pasteurization stations, such as those in New York and Toronto, have been found of great benefit.

Several other cities are taking active steps to reduce their typhoid death-rate, and in Providence, R. I., the rate for 1913 was the lowest ever reached in the city. In 1884 it was 42.62 per 100,000 persons, while in the past year only 10 out of every 100,000 population died from typhoid. The rate for 1911 was 11.02 and for 1912, 11.65, while the average rate for the period from 1884 to 1913 was 24.10.

In New York an elaborate report has been made on the investigation of the typhoid epidemic last year, and the cause has been laid to the milk supply. For the year 1911 the death-rate from this disease in New York was 11.6 as compared with 6.7 in Paris and 2.5 in Hamburg. Hamburg has the lowest rate found in five of the largest European cities and Paris the highest. The state commissioner of health in Pennsylvania has declared war on the prevalence of typhoid in Pittsburgh and has called upon all officials in the city and the surrounding district to make a careful investigation of water works, filtration plants, sewers and sewage disposal plants.

The new series of monthly bulletins issued by the Michigan state board of health, of which the first number appeared in July, 1913, contain many articles of interest concerning municipal health and sanitary matters. The bulletins are published with a view to correlating the main health factors in home, school and municipal progress and each number, as a rule, is devoted to some particular phase of the health question. That for October takes up municipal health matters, social service is the subject for November, the work of public health officers for December, etc.

An important part of the training offered by the Graduate School of Business Administration at Harvard University in the course for commercial secretaries consists in laboratory work done at the Boston

Chamber of Commerce. The students spend a stated portion of their time at the chamber of commerce in performing actual secretarial work in connection with some of the chamber's committees and in this way learn methods and routine of committee work from first-hand practice. They also come into definite contact with betterment enterprises, such as city planning, industrial relations, domestic and foreign trade, maritime affairs, fire prevention, etc. This further extension of the laboratory method of instruction in the realm of civic and municipal affairs is symptomatic of the general tendency.

The New South Wales Labour government, which has just come into power again, has pledged itself to the task of creating a Greater Sydney. Sydney will then be the third case of a capital city in the British Empire to follow the tendency which has been felt in England itself—that of enlarging the existing municipal boundaries and amalgamating the local governing bodies. A greater Cape Town has already been accomplished; a Greater Melbourne will probably become a fact at the next session of the Victorian parliament. Sydney, it is claimed, finds itself in greater need of amalgamation than her predecessors, in order to escape the evils arising from rapid growth beyond all plans and provision. In the Sydney metropolitan area there are at present 53 local governing bodies, with a membership of 563 aldermen and councilors. The city of Sydney proper comprises a small part of the whole district, and its city council has jurisdiction only over that part. On the other hand, the city plays by far the largest part in respect to taxable values, revenue, assets and liabilities, and, inasmuch as it is growing at a quick pace, the problem of readjustment is becoming ever greater. To add to the complexity, there are, besides the regular governing bodies, many statutory boards exercising control over various organs of administration, and there is municipal ownership of public utilities in some cases and private ownership in others. Given this great variety and number of public and private bodies which exercise municipal functions, it is not surprising that there has been a waste of money and effort along many lines.

It is proposed to remedy this condition by the creation of a Greater Sydney council with different powers and functions in the inner and in the outer zones. The division of zones is this: the inner zone will at first comprise 16 municipalities with an area of about 25,000 acres and a population of 340,620; the outer zone will comprise 225,618 acres and a population of 420,930. The new Greater Sydney council will have full municipal powers in the inner zone and in the outer zone it will

exercise general supervisory and semi-legislative functions, leaving administration to the present local councils. For instance, in the matter of city planning, the Greater Sydney council will have full power both to plan and to carry out schemes in the inner zone, but in the outer it will merely indicate general plans and lines of action, leaving construction and maintenance to the existing local bodies. It is planned to increase the inner zone gradually.

So far as town planning is concerned, it might be added that there is a growing appreciation of its importance in New South Wales. Sydney already has a town planning association which is doing active work towards the promotion of civic planning, and the scheme for a Greater Sydney includes the giving of full powers to the proposed council, not only to remedy past mistakes, but to avoid making mistakes for the present and the future.

The model suburb which is being planned by the city of Cleveland is to be developed in such way that it will effect a municipal experiment in "deliberate, conscious and orderly city growth." The suburb will be located near the city on a reservation of 93 acres, and will contain 500 dwelling places. The land is to be definitely apportioned off for the development of the best sort of city life, including a fixed percentage for front-yard and back-yard gardens, for playgrounds, tennis courts, baseball diamonds, etc. The houses will be grouped into units for organized community life, and all the land is subject absolutely to community control. Such physical features as the size and shape of lots, the relation between width of streets and building height, etc., are to be definitely determined in planning the suburb.

Among the more important cities which have voted in favor of the commission form of government during the last few months are San Antonio, Texas, and Saginaw and Marquette, Mich. as well as several smaller towns in Kansas, Texas, Wisconsin and Missouri. To offset this gain, there have been about as many defeats for this form and these have, as a rule, taken place in the above-mentioned States. The city of Atchison, Kans., has just given commission government its third and most decisive defeat. After a trial of two years Gardiner, Me., is to return to its former plan of government, and Caldwell, Kan., is also seeking to abolish commission government in favor of the mayor-council plan. On the other hand the city of Buffalo is to vote on the adoption of commission government, Hartford is investigating its working in other cities, with a view to its adoption, and it has been accepted

as a general plan in Seattle. In the latter city the people have recently elected a board of fifteen freeholders to draft a new charter along commission-government lines. This is in accord with the general recommendations of the charter committee of the Seattle municipal league and of the conference committee representing the various civic organizations, which was for a small council and a city manager.

The city-manager plan has been adopted in Collinsville, Okla., Lakeland, Fla.; Montrose, Colo.; Horicon, Wis.; and Clarinda, Iowa, although this latter place is not commission-governed but has the federal plan of administration. About a dozen towns and small cities in Texas have begun a campaign working towards the city-manager plan. Amarillo has already voted to employ a town manager and Denton will follow the same practice. The Olean city commission-manager charter bill has unanimously passed the New York assembly. The bill provides for five commissioners, subject to recall, and a city manager to act as administrative head of the city. No salaries are to be paid except to the city manager.

Report of the Transit Commissioner, City of Philadelphia (July, 1913: I, text and tables, xiv, 267 pp.; II, maps and plans, 1 to 69). This report is extremely well prepared and printed. It deals with transit problems from the standpoint of civil engineering and of traffic engineering, and from that of the general relations of traffic to density of population and to housing conditions. The report points out the particular advantages to be gained in Philadelphia from more rapid transit: a benefit to the public, chiefly in time saved; a financial gain to the city from increased assessable value of real estate affected by the lines. In regard to the new lines themselves, figures as to cost of construction and maintenance are given, as well as a statement of the legislative steps which must be taken before the lines can become reality. The examples of New York, Chicago and Boston are used for purposes of comparing with the new Philadelphia plan. The report contains a great many illustrations in the shape of maps, plans and diagrams.

Municipal ownership of lighting plants as applied to small towns, with especial reference to Massachusetts, is dealt with in the *Report of the Special Committee Appointed June 2, 1913, to Investigate the Matter of Municipal Lighting for the Town of South Hadley, Mass.* It contains also the report made to the committee by Mr. William Plattner, consulting engineer. Several interesting tables of statistics are given for Massachusetts towns.

Interesting articles in the issues of *The American City* for January, February and March are the following: "How to Get Cheap Houses," by G. Frank Beer; "Recreation Facilities in Public Parks," by Edward B. DeCrott; "How to Keep the Streets Clean," by S. Whinery; "The Scope and Proper Limitations of Leagues of Municipalities," by Richard R. Price; "A List of State and Provincial Municipal Leagues;" "Commission Form versus City-Manager Plan—A Word of Caution," by Ernest S. Bradford, and "The City-Manager Plan No Novelty," by G. H. S. Gilbertson; "Refuse Disposal in Small Cities and Towns," by Samuel A. Greeley; "How the High School May Assist in Civic Development," by W. J. Hamilton; "A High School That Trains the Hand as Well as the Mind," by Henry Snyder; "Publicity in Health Work," by J. Scott MacNutt; "Using City Roofs for Public Health and Recreation," by J. Harold Braddock; "Shall Our Great Cities Be Made States?" "How to Promote the Planting and Care of Shade Trees," by J. J. Levison; "How the Raker Act Affects Hetch Hetchy, San Francisco and the Rest of California," by Martin S. Vilas; "How to Facilitate Intercourse between City and Country," by E. W. James; "A 'Clean-up' Campaign Which Resulted in a 'Keep-Clean' Ordinance," by Gustavus A. Weber; "Civil Service for Private Employment," by John F. Kavanagh; "The City's Need, The University's Opportunity," by Herman G. James; "Real Progress in Mosquito Extermination," by L. J. Richards and Russell W. Gies; "A 'Garden City' in a Country Village," by Bessie M. Weld.

Among the recent publications in the field of municipal administration are the following: Yves Guyot, *Where and Why Public Ownership has Failed*. Translated by H. F. Baker. (New York: Macmillan, 1914, pp. 459); R. C. Huston, *The City Fathers by the City Builders* (Memphis: H. W. Dixon Company, 1913, pp. 127, \$2); L. W. Bodine, *Bodine's Reference Book on Juvenile Welfare; A Review of the Chicago Social Service System* (Chicago: W. L. Bodine, 1913, pp. 221, \$2); W. M. Coleman, *The People's Health. A Handbook of Sanitation and Hygiene* (1913, pp. xi, 307, \$0.80); C. LaRue Munson, *The Public Service Company Law of Pennsylvania (approved July 26, 1913). Digested, Topically Arranged and Indexed* (Williamsport: Candor and Munson, 1913, pp. 75); *The Illinois Public Utility Commission Law and Municipal Ownership Law* (Chicago: W. J. Norton, 1913, pp. 200, \$2); J. P. Hill and A. R. Padgett, *Annotated Public Service Commission Law of Maryland, with Rules of Commission and Forms* (Baltimore: M. Curlander, 1913, pp. viii, 212, \$3); L. E. Fischer, *Economics of Inter-*

urban Railways (New York: McGraw-Hill, 1913, pp. 120, \$1.50); F. W. Fitzpatrick and T. L. Condon, *Fireproof Construction* (Chicago: American School of Correspondence, 1913, \$2); W. Goldsmith, *Public Works Inspection: Rules, Regulations and Civil Service Catechism* (New York: Schreiber Press, pp. 48, \$1.50); Philip & M. Parker, *The Control of Water as Applied to Irrigation, Power and Town Water Supply Purposes* (New York: Van Nostrand, 1913, pp. vii, 1055, \$5); Walter McCulloch, *Conservation of Water* (Lyman Lectures before the Sheffield Scientific School); J. W. Hill, *Purification of Public Water Supplies* (New York: Van Nostrand, 1914); H. T. Corey, *Water Supply Engineering* (New York: Van Nostrand, 1914); J. W. Alvord, *A Report to the Mayor and City Council on Flood Protection for the City of Columbus, Ohio* (Columbus: The Pfeifer Press, 1913, pp. 325); P. T. Farwell, *Village Improvement* (In the Farmer's Practical Library. 1913, pp. xi, 362, \$1); C. B. Purdom, *The Garden City; A Study in the Development of a Modern Town* (New York: Dutton, 1913, pp. xii, 330, \$3.50); National Conference on City Planning, *Proceedings of the Fifth National Conference, Chicago, May 5-7, 1913* (pp. 275, \$2); Annals of the American Academy of Political and Social Science, *Housing and Town Planning* (edited by Carol Aronovici. Philadelphia: January, 1914); A. Guenther, *Die kommunalen Strassenbahnen Deutschlands* (Jena: G. Fischer, 1913, pp. iv, 124, 5M.); P. Nitze, *Die Entwicklung des Wohnungswesens von Gross-Berlin* (Berlin: Heymann, 1913, pp. vi, 131, 3M.); A. Skalweit, *Die Wohnungszustände in den deutschen Grossstädten und die Möglichkeit ihrer Reform* (Berlin: Wilhelm Ernst, 1913, pp. 23, 1.20 M.); *Statistisches Jahrbuch der Stadt Berlin. 32 Jahrgang. Enthaltend die Statistik der Jahre 1908 bis 1911, sowie Teile von 1912* (Berlin: Stankiewicz' Buchdruckerei, 1913, pp. xxiv, 1018); *Die Praxis der kommunalen und sozialen Verwaltung. 1. Die soziale Fürsorge der kommunalen Verwaltung in Stadt und Land* (Tübingen: Mohr, 1913, 7.25M.); R. Williams, *The First Year's Working of the Liverpool Docks Scheme* (London: P. S. King, 1913, 2s. 6d.); Professor Haverfield, *Town Planning in Ancient Times* (London: Clarendon Press, 1913, 6s.); A. C. Houston, *Studies in Water Supply* (London: P. S. King, 1913, 5s.); *Year Book of Social Progress for 1913-14; Being a Summary of Recent Legislation, Official Reports and Voluntary Efforts with Regard to the Welfare of the People* (London: Institution for Social Study); *The Gas World Year Book for 1914*. Edited by John Douglas (London: Offices of *The Gas World*, 1914, 7s. 6d.).